

THE PENNSYLVANIA RAILROAD

WESTERN REGION

SOUTHWESTERN DIVISION

ST. LOUIS DIVISION

Time-Table No. 13

In effect 12.01 A. M., Sunday, Sept. 25, 1949

FOR THE GOVERNMENT OF EMPLOYEES ONLY

CENTRAL STANDARD TIME

J. P. NEWELL,
General Manager.

BOYD WILSON,
Sup't Passenger Transportation.

C. E. ADAMS,
General Superintendent.

T. F. SCHAEKEL,
Sup't Freight Transportation.

A. L. HUNT,
Superintendent.

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MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		INDIANAPOLIS				
				DAVIS	6.9			129
				DIVISION POST (Inds. Div.)	7.8			
X				WEST DAVIS	8.0			94
X				BRIDGEPORT	8.8			
X				PLAINFIELD	13.5			
X				EAST GIBSON	14.9			118
X				WEST GIBSON	16.0			
				CARTERSBURG	16.8			
				CLAYTON	20.1			
X				SUMMIT	20.3	150	138	
X				WEST SUMMIT	22.0			
				AMO	24.9			
X				COATESVILLE	27.9			
X				EAST MARION	28.0			
X				MARION	29.0	150	150	
				WEST MARION	30.0			
X				FILLMORE	32.5			
X				EAST ALMEDA	35.9			
X				ALMEDA	37.2			
X	X	X		GREENCASTLE	38.9			
X				LIMEDALE	40.8			135
X				WEST LIMEDALE	41.4			
X				REELSVILLE	47.3			
X				HARMONY	53.2			
X				KNIGHTSVILLE	55.0	227		
X				BRAZIL	57.0			
X				SEELYVILLE	64.5			
				PRAIRIE	67.7			
				FRUITRIDGE AVENUE	69.7			
X	X	X		EAST YARD	70.0			
X	X	X		TERRE HAUTE	72.0			
X				UNION	72.0			
X	X	X		SEVENTH STREET	72.2			
				VIGO	72.9			
X				WEST TERRE HAUTE	74.4			
X				MACKSVILLE	74.6			
X				LIGGETT	76.8			
X				FARRINGTON	79.9			110
X				WEST FARRINGTON	80.9			
				DENNISON	82.9			
X				MCKEEN	84.5			
X				EAST MARSHALL	89.0			
X				MARSHALL	90.2			134
X				EAST ADEN	96.4			
X				ADEN	97.7	134	150	
				WEST ADEN	99.0			
				MARTINSVILLE	101.0			
				WEST MARTINSVILLE	102.7			
				DUPONT	104.2			130
X				EAST CASEY	106.7			
X				CASEY	107.3	112	150	
				WEST CASEY	108.8			
				VEVAY PARK	110.9			
				GREENUP	117.7			
				JEWETT	122.1			
				MONS	129.2			
				MONTROSE	130.2			
X	X	X		TEUTOPOLIS	135.7			
X				EFFINGHAM	139.8		90	
X				DEXTER	147.6			
X	X	X		ALTAMONT	151.5		124	
X				EAST ST. ELMO	155.5			
X	X	X		ST. ELMO	157.0	150		
X				AVENA	161.2			
X		X	X	BROWNSTOWN	163.2			
X				VANDALIA	171.4			158
				WEST VANDALIA	172.9			
				HAGARSTOWN	175.5			
				MULBERRY GROVE	181.2			
X				EAST SMITHBORO	183.5			
X	X	X		SMITHBORO	185.6			
				GREENVILLE	189.6	130	60	
X				POCAHONTAS	197.9			
X				EAST MARTY	198.2			
X				MARTY	200.2	150	160	
				WEST MARTY	201.4			
X				PIERRON	202.2			
X				HIGHLAND	207.5	150		
X				WEST HIGHLAND	208.9			
X				ST. JACOB	212.3		150	
X				WEST ST. JACOB	213.7			
				PAIT	221.1			
				COLLINSVILLE	225.0			
				CASEYVILLE	227.7			
X				EXERMONT	229.0			

MAIN LINE—CONTINUED

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Indianapolis	Sidings Assigned Direction Car Capacity 45 ft. cars		
						East	West	Both
X	X	X		A. & S. CROSSING.....	231.1			
				ROSE LAKE.....	232.5			
X	X	X		WILLOWS.....	234.1			
				EADS.....	235.6			
X	X			EAST ST. LOUIS (TRRA- ST. LOUIS Eads Br.)	235.8			
X	X			EAST ST. LOUIS (MBR'y ST. LOUIS D. MacA. Br)	235.8			
X	X			ST. LOUIS.....	239.4			
X	X			EAST ST. LOUIS (TRRA- ST. LOUIS Mer. Br)	235.8			
X	X			ST. LOUIS.....	244.6			

NOTE—X indicates in service.

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
West Davis	Limedale
Bridgeport	Limedale
East Gibson	Limedale
West Gibson	Limedale
Summit	Limedale
West Summit	Limedale
East Marion	Limedale
Marion	Limedale
West Marion	Limedale
East Alameda	Limedale
Alameda	Limedale
West Limedale	Limedale
Harmony	Union
Knightsville	Union
Brazil	Union
Prairie	Union
Seventh Street	Union
Macksville	Union
Liggett	Union
Farrington	Union
West Farrington	Union
East Marshall	Union
Marshall	Union
East Aden	Union
Aden	Union
West Aden	Union
East Casey	Union
Casey	Union
West Casey	Union
East St. Elmo	St. Elmo
Avena	Vandalia
Brownstown	Vandalia
West Vandalia	Vandalia
East Smithboro	Smithboro

MAIN LINE—CONTINUED

Interlockings—Remote controlled, operated from:

Interlocking	Operated From
East Marty	Smithboro
Marty	Smithboro
West Marty	Smithboro
Highland	Smithboro
West Highland	Smithboro
St. Jacob	Smithboro
West St. Jacob	Smithboro
Exermont	A. & S. Crossing

Employees in Charge of Sidings of Assigned Direction as Follows:

Siding	Employee in Charge
Summit—Eastward	Signalman
Summit—Westward	Limedale
Marion—Eastward	Signalman
Marion—Westward	Limedale
Knightsville—Eastward	Signalman
	Union
Aden—Eastward	Signalman
Aden—Westward	Union
Casey—Eastward	Signalman
Casey—Westward	Union
Effingham—Westward	Signalman
	Effingham
Altamont—Westward	Signalman
	Altamont
St. Elmo—Eastward	Signalman
	St. Elmo
Greenville—Eastward	Signalman
Greenville—Westward	Smithboro
Marty—Eastward	Signalman
Marty—Westward	Smithboro
Highland—Eastward	Signalman
	Smithboro
St. Jacob—Westward	Signalman
	Smithboro

PEORIA BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Terre Haute	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	Wes	Both
X	X	X		TERRE HAUTE				
X				FARRINGTON	7.9			32
				FERRELL	10.8			
			X	NEVINS	14.8			
				PARIS	20.3			57
X	X			CAIRO JUNCTION	21.0			
X				MIDLAND	21.3			
			X	WP	21.8			
				MAYS	26.0			
			X	GN	29.9			
				REDMON	30.0			50
				BORTON	34.1			
				ISABEL	34.8			35
X			X	OAKLAND	38.6			
				DORA	43.0			
			X	HINDSBORO	45.0			45
				KEMP	48.0			
				FILSON	50.5			
X	X	X		ARCOLA	54.5			
X	X	X	X	CHESTERVILLE	59.1			
			X	ARTHUR	63.6			75
				HU	64.3			
				FAIRBANKS	66.6			
				WILLIAMSBURG	69.0			
			X	LOVINGTON	72.1			20
				ULLRICH	75.2			
				LAKE CITY	77.5			
				PRAIRIE HALL	81.0			
			X	HERVEY CITY	84.7			50
				MT. ZION (I.O.R.R.)	86.3			
				TURPIN	88.9			
X				SUFFERN	91.8			
	X			DECATUR JCT.	92.2			
				DECATUR	94.4			
		X		MAROA	107.5			
X	X	X		ROWELL	112.3			
				KENNEY	115.8			15
				MIDLAND CITY	120.1			
				TABOR	122.7			
X	X	X		WAYNESVILLE	126.8			15
				ATLANTA	132.9			16
			X	MT. JOY	136.0			
				ARMINGTON	140.6			22
				HITTLE	142.1			
				MINIER	147.1			20
				TAZEWELL	150.8			
X				DOWNING	154.3			
				MACKINAW	155.1			
				ALLENTOWN	158.3			
			X	MORTON	163.4			25
X	X	X		FARMDALE JCT. (N. K. P.)	167.8			
X	X	X		FARMDALE	168.3			
				P. & P. U. JCT. (P.&P.U.R.R.)	172.1			
				PEORIA	176.3			

NOTE—X indicates in service.

PEORIA BRANCH--CONTINUED

Block stations open continuously, except:

Arcola	Closed	Daily except Sunday, 11.00 P.M. to 7.00 A.M. Sunday.
Arthur	Closed	Daily except Saturday and Sunday, 4.30 P.M. to 7.30 A.M. Saturday and Sunday.
Lovington	Closed	Daily except Saturday and Sunday, 5.00 P.M. to 8.00 A.M. Saturday and Sunday.
Hervey City	Closed	Daily, 11.59 P.M. to 8.00 A.M.
Maroa	Closed	Daily except Sunday, 4.15 P.M. to 7.15 A.M. Sunday.
Waynesville	Closed	Daily except Saturday and Sunday, 4.30 P.M. to 7.00 A.M. Saturday and Sunday.
Armington	Closed	Daily except Saturday and Sunday, 1.00 P.M. to 7.30 A.M. Saturday and Sunday.
Morton	Closed	Daily except Saturday and Sunday, 5.00 P.M. to 8.00 A.M. Saturday and Sunday.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled by
Nevins	Vigo
WP	Vigo
GN	Vigo
Oakland	Vigo
Hindsboro	Arcola—7.00 A.M. to 11.00 P.M.
Chesterville	Arcola—7.00 A.M. to 11.00 P.M.
HU	Arthur—7.30 A.M. to 4.30 P.M. Arcola—4.30 P.M. to 11.00 P.M.
Lovington	Arcola—5.00 P.M. to 11.00 P.M.

Interlockings—Remote controlled, operated from.

Interlocking	Operated from
Cairo Junction	Midland
Decatur Junction	Decatur

NOTE—Train order offices other than block stations are open as follows:

Indianapolis (I. U. R'y.)—UN } Continuously.
 St. Louis (T. R. R. A.)—US }

Oakland —Daily except Saturday, Sunday and holidays
 7.30 A.M. to 9.50 A.M.
 1.10 P.M. to 4.30 P.M.

Hindsboro—Daily except Saturday, Sunday and holidays,
 10.00 A.M. to 12.00 Noon

CRAWFORDSVILLE BRANCH

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from East Yard	Sidings Assigned direction Car Capacity 45 ft. cars		
						East	West	Both
				EAST YARD				
X				DEWEY JCT. (O.&E.I.)	4.3			
X				OTTER CREEK JCT.	5.8			93
				ROSEDALE	12.2			
				JESSUPS	14.9			
				CATLIN	17.8			
			X	KD	22.7			102
				ROCKVILLE	22.9			
				SAND CREEK	26.6			
				JUDSON	29.9			
			X	GUION	32.3			93
				GU	32.7			
			X	WAVELAND	37.2			
			X	BROWNS VALLEY	40.4			
			X	NEW MARKET	45.6			96
X	X	X		AMES	52.0			
			X	CRAWFORDSVILLE	52.5			
				GR	56.5			114
				MIDWAY	56.6			
			X	DARLINGTON	60.1			
				BOWERS	64.6			
X	X	X		COLFAX	68.6			100
				MANSON	73.7			
			X	DIVISION POST (Inds. Div.)	77.3			
			X	FORT	77.4			96
			X	FRANK	78.2			

NOTE—X indicates in service.

The direction from Frank to East Yard is eastward.

Block-Limit stations controlled by open block stations:

Block-Limit Station	Controlled By
KD	Preston
GU	Preston
Browns Valley	Ames
New Market	Ames
GR	Colfax
Darlington	Colfax
Fort	Frank

Interlockings—Remote controlled, operated from:

Interlocking	Operated from
Dewey Junction	Danville, Ill. (C&EI)
Otter Creek Junction	Danville, Ill. (C&EI)

KNIGHTSVILLE-CENTERPOINT SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Knightstown	Sidings Assigned Direction Car Capacity 45 ft. Cars		
						East	West	Both
X				KNIGHTSVILLE				
				CENTERPOINT	9.9			

NOTE—X indicates in service.

The direction from Knightstown to Centerpoint is eastward.

LOST CREEK-DEWEY JCT. SECONDARY TRACK

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from East Yard	Sidings Assigned Direction Car Capacity 45 ft. Cars		
						East	West	Both
				EAST YARD				
				LOST CREEK	1.1			
X	X	X		PRESTON	3.7			
X				DEWEY JCT	4.3			

NOTE—X indicates in service.

The direction from Dewey Jct. to East Yard is eastward.

INDIANAPOLIS TO ST. LOUIS

STATIONS	FIRST CLASS		
	◇33	27	
	DAILY	DAILY	
	A. M.	A. M.	
INDIANAPOLIS (Inds Div)	\$ 3.53	\$ 4.00	
DAVIS	4.05	4.12	
BRIDGEPORT			
PLAINFIELD			
GIBSON			
CARTERSBURG			
CLAYTON			
SUMMIT			
AMO			
COATESVILLE			
MARION			
FILLMORE			
EAST ALMEDA	4.30	4.37	
GREENCASTLE			
LIMDALE	4.35	4.42	
REELSVILLE			
HARMONY	4.47	4.54	
KNIGHTSVILLE			
BRAZIL		F 5.00	
SEELYVILLE			
PRAIRIE			
TERRE HAUTE	\$ 5.07	\$ 5.20	
	# 5.12	5.35	
VIGO	5.14	5.37	
WEST TERRE HAUTE			
MACKSVILLE	5.17	5.40	
FARRINGTON			
DENNISON		E 5.50	
MARSHALL			
ADEN			
MARTINSVILLE			
EAST CASEY	5.45	6.10	
CASEY		N 6.15	
GREENUP		N 6.30	
JEWETT			
MONTROSE			
TEUTOPOLIS			
EFFINGHAM	\$ 6.15	\$ 7.15	
ALTAMONT		F 7.30	
ST. ELMO		F 7.39	
AVENA			
BROWNSTOWN	6.39	7.48	
VANDALIA	6.47	\$ 8.03	
HAGARSTOWN			
MULBERRY GROVE			
EAST SMITHBORO	6.59	8.16	
SMITHBORO	7.01	8.18	
GREENVILLE		\$ 8.28	
POCAHONTAS			
PIERON			
HIGHLAND		\$ 9.00	
ST. JACOB			
COLLINSVILLE		\$ 9.25	
A. & S. CROSSING	7.42	9.35	
WILLOWS	7.45	9.39	
EAST ST. LOUIS (EADS)	B 7.50	\$ 9.50	
ST. LOUIS (M.B.R'y-T.R.R.A.)	\$ 8.10	\$ 10.10	
Arrive	A. M.	A. M.	
	33	27	

WESTWARD

FIRST CLASS					
●31	◇65	◇3	±67	●11	13
DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
A. M.	A. M.	A. M.	NOON	P. M.	P. M.
\$ 8.55	\$ 9.20	\$ 10.37	\$ 12.00	\$ 5.40	\$ 11.30
9.07	9.32	10.49	12.12	5.52	11.42
Will Not Run Nov. 25 Dec. 28			Will Not Run Dec. 28		
			12.37		
9.32	9.57	11.14	12.47	6.17	12.08
		U 11.17			\$ 12.15
9.37	10.02	11.19	12.52	6.22	12.18
9.49	10.14	11.31	1.04	6.34	12.30
				\$ 6.40	
\$ 10.09	\$ 10.35	\$ 11.52	\$ 1.25	\$ 7.00	\$ 12.55
# 10.14	# 10.40	# 11.57	# 1.30	7.15	1.25
10.16	10.42	11.59	1.32	7.17	1.27
10.19	10.45	12.02	1.35	7.20	1.31
				7.39	
		12.25			
10.45	11.13	12.35	2.03	8.05	2.02
F 11.12	\$ 11.45	1.04	\$ 2.35	\$ 8.55	\$ 3.00
					\$ 3.22
					3.30
11.36	12.09	1.28	2.57	9.17	3.36
11.45	12.18	1.41	3.06	F 9.26	E 3.46
11.57	12.29	1.55	3.17	9.38	4.02
11.59	12.31	1.57	3.19	9.40	4.04
					\$ 4.13
					\$ 4.40
					\$ 5.10
12.42	1.14	2.34	4.07	10.20	5.22
12.45	1.17	2.37	4.10	10.23	5.26
B 12.52	B 1.22	2.42	B 4.15	\$ 10.30	\$ 5.40
\$ 1.10	\$ 1.40	\$ 3.00	\$ 4.35	\$ 10.50	\$ 6.00
P. M.	P. M.	P. M.	P. M.	P. M.	A. M.
31	65	3	67	11	13

ST. LOUIS TO INDIANAPOLIS

STATIONS	FIRST CLASS		
	66	4	30
	P. M.	P. M.	P. M.
Arrive			
INDIANAPOLIS (Inds Div)	\$ 1.07	\$ 2.10	\$ 4.40
DAVIS	12.55	1.58	4.28
BRIDGEPORT			
PLAINFIELD			
GIBSON			
CARTERSBURG			
CLAYTON			
SUMMIT			
AMO			
COATESVILLE			
MARION	12.37		
FILLMORE			
EAST ALMEDA	12.30	1.33	4.00
GREENCASTLE		V 1.30	
LIMEDALE	12.25	1.28	3.55
REELSVILLE			
HARMONY	12.13	1.16	3.43
KNIGHTSVILLE			
BRAZIL			
SEELYVILLE			
PRAIRIE			
TERRE HAUTE	# 11.52 \$ 11.47	# 12.55 \$ 12.50	# 3.22 \$ 3.17
VIGO	11.45	12.48	3.15
WEST TERRE HAUTE			
MACKSVILLE	11.42	12.45	3.12
FARRINGTON			
DENNISON			
MARSHALL			
ADEN		12.25	
MARTINSVILLE			
EAST CASEY	11.15	12.17	2.44
CASEY			
GREENUP			
JEWETT			
MONTROSE			
TEUTOPOLIS			
EFFINGHAM	\$ 10.45	11.47	2.13
ALTAMONT			
ST. ELMO			
AVENA			
BROWNSTOWN	10.21	11.24	1.49
VANDALIA	10.13	11.16	1.41
HAGARSTOWN			
MULBERRY GROVE			
EAST SMITHBORO	10.02	11.05	1.30
SMITHBORO			
GREENVILLE			
POCAHONTAS			
PIERRON			
HIGHLAND	Will Not Run		Will Not Run
ST. JACOB	Dec. 25		Nov. 24
COLLINSVILLE			Dec. 25
A. & S. CROSSING	9.21	10.21	12.51
WILLOWS	9.18	10.18	12.48
EAST ST. LOUIS (EADS)	A 9.15	10.15	A 12.45
ST. LOUIS (M.B.Ry.-T.R.R.)	\$ 9.00	\$ 10.00	\$ 12.30
Leave			
	A. M.	A. M.	P. M.
	DAILY	DAILY	DAILY
	#66	4	#30

[illegible]

TICKET OFFICES OPEN FOR SALE OF TICKETS

Daily except Sunday		STATIONS	Sunday	
Open for Train No.	Close after Train No.		Open for Train No.	Close after Train No.
3	4	Greencastle.....		
26	26	Brazil.....		
All trains except 13, 6 & 27	32 & 33	Terre Haute.....	All trains except 13, 6 & 27	32 & 33
27	27	Greenup.....		
All trains		Effingham.....	All trains	
26	26	Altamont.....		
26	26	St. Elmo.....		
27	26	Vandalia.....		
27	26	Greenville.....		
27	26	Highland.....		
27	26	Collinsville.....		
All trains		East St. Louis.....	All trains	
All trains		St. Louis.....	All trains	

TRAINS WAIT FOR CONNECTIONS

JUNCTION	TRAIN	DUE	MINS. WAIT	CONNECTION FROM	DUE	REMARKS
ST. LOUIS	No. 6	10.40 P. M.	10	No. 14 MO. PAC.	10.05 P. M.	When passengers reported for Indianapolis and beyond.
	No. 66	9.00 A. M.	20	No. 4 FRISCO	7.25 A. M.	
			Indefinitely	No. 10 FRISCO	7.45 A. M.	
			Indefinitely	No. 20 MO. PAC.	7.47 A. M.	
			Indefinitely	No. 32 MO. PAC.	7.53 A. M.	
			Indefinitely	No. 2 MO. PAC.	8.12 A. M.	
	No. 64	1.00 P. M.	Indefinitely	No. 22 MO. PAC.	8.20 A. M.	
			Indefinitely	No. 2 FRISCO	8.30 A. M.	
	No. 32	6.30 P. M.	Indefinitely	No. 26 MO. PAC.	11.35 A. M.	
			10	No. 4 MO. PAC.	5.30 P. M.	When passengers reported for Indianapolis and beyond.
			10	No. 6 MO. PAC.	5.40 P. M.	

U. S. MAIL WORK

STATIONS	Westward						Eastward					
	33	27	65	67	11	13		12	66	64	26	32
Bridgeport		DJ								DJ		
Plainfield		DJ										
Cartersburg										CD J		
Clayton												
Amo												
Coatesville									DB			
Fillmore												
Greencastle			CB DA	DN X				CA DAV	CD A	D B		
Reelsville									DB	CD J		
Harmony										CD J		
Knightsville										CD J		
Brazil				CD F		CJ DAV		CD V	CD B	CD B		
Seelyville										CD J		
West Terre Haute												
Dennison		CD LJ							DJ	CD J		
Marshall			CD B					DA X	CD A			
Martinsville								DA	CA DB			
Casey	DL								CAA DJ			
Greenup	DL		DJ					DA				
Jewett								DB			CD J	
Montrose		CD J						DB			CD B	
Teutopolis		CD J							CD AA		CD J	
Effingham				DF X						DB		
Altamont		CD J	CD J		CB V				DJ			
St. Elmo		CD J							DJ			CD
Avana	CD L	CD J									CD B	
Brownstown	DN	CD J				DB		DB	CD B	CD J	DQ CJ	
Vandalia			DB			DA V			DA CJZ			
Hagarstown		CD J										
Mulberry Grove	DF	CD J				DR					DO CB	

ARRANGED FREIGHT TRAIN SERVICE—EASTWARD

The time shown conveys no time-table authority.

STATIONS	SL-20		SW-3		PH-10		VL-2		SL-2		XD-2		SD-2		SL-4		SL-12		SL-16		SL-18		SL-25		SW-30		SL-32	
	(1)	A.M.	(1)	P.M.	(1)	A.M.	(1)	A.M.	(2)	P.M.	(1)	A.M.	(1)	P.M.	(2)	A.M.	(7)	P.M.	(2)	A.M.	(7)	A.M.	(6)	P.M.	(1)	P.M.	(2)	A.M.
DAVIS				7.00		3.15	10.15												11.59						10.45		12.30	
GREENCASTLE																		10.00										
BRAZIL																												
FRANK											9.00	4.45						7.00										
TERRE HAUTE {	Lv.		5.00		1.20	8.00					4.00	12.01													7.30	4.30		
PARIS	Ar.	9.00	4.30		1.00	7.30			8.30		2.00						6.00				3.00				6.30			
MARSHALL																												
MARTINSVILLE																												
TEUTOPOLIS																												
EFFINGHAM		5.30			11.30	5.00		12.30							8.00													
VANDALIA																												
LUTZ SPUR																												
GREENVILLE		3.30																										
HIGHLAND																												
EAST ST. LOUIS		1.00	11.00		7.30	2.30					9.00				12.16		10.30							4.00	1.45	8.00		
DECATUR																												
PEORIA																												
Leave	A.M.		A.M.		P.M.		A.M.		P.M.		P.M.		P.M.		A.M.		A.M.		A.M.		P.M.		A.M.		A.M.		P.M.	
(1) Daily.	(2) Daily except Sunday.		(3) Daily except Monday.		(4) Daily except Saturday		(5) Tuesday and Friday.		(6) Mon., Wed. and Fri.		(7) Tues., Thu. and Sat.																	

(1) Daily.

(2) Daily except Sunday.

(3) Daily except Monday.

(4) Daily except Saturday.

(5) Tuesday and Friday.

(6) Mon., Wed and Fri.

(7) Tues., Thu. and Sat.

SPECIAL INSTRUCTIONS

Note—Five-point star symbol (★) indicates Special Instruction of System application.

STANDARD TIME

★ 1101. Central Standard Time applies on this Division.

LETTERS AND CHARACTERS

★ 1201. The following letters and characters in schedules indicate:

- S—Regular stop.
- F—Stop on signal to receive or discharge passengers.
- A—Stop on signal to receive passengers.
- B—Stop on signal to discharge passengers.
- E—Regular stop, Saturday only, to receive passengers.
- N—Regular stop daily except Sunday.
- No baggage service.
- ◇—Passenger train—No train baggageman.
- #—Will not run on specified dates or Holidays shown on schedule pages.

1202.

- U—Stop on signal to discharge passengers from Pittsburgh or points beyond.
- V—Stop on signal to receive passengers for Pittsburgh or points beyond.
- #—Train may leave in advance of Time-Table schedule leaving time when station work is completed but not earlier than the Time-Table schedule arriving time.

COLOR SIGNALS

1301. Referring to Instruction 4038-A of Supplemental Instructions to Operating, Signal and Interlocking Rules, the requirements of Instruction 4038-A will be considered as having been complied with when Western Region standard slow and resume boards are used instead of yellow and green flags. Yellow and green lights will be used.

HAND, FLAG AND LAMP SIGNALS

1401. An oil lamp must be used for the red light prescribed by Rule 35, Night Signals—to be used by flagman.

ENGINE WHISTLE SIGNALS

1501.

COMMUNICATING SIGNALS

1601.

TRAIN SIGNALS

1701.

USE OF SIGNALS**Fuses And Torpedoes**

1801. On account of fire hazard lighted fusees must not be displayed on bridges or trestles unless necessary to prevent an accident.

1802. Minimum number of fusees and torpedoes which must be carried as part of equipment in services indicated:

	Fusees	Torpedoes
Passenger Service	6	12
Freight Service	12	24
Engines in Road Service	3	6
Engines in Shifting Service	3	6
Track Cars	3	6

NOTE—Additional fusees and torpedoes must be carried when necessitated by weather conditions. In event that the supply becomes depleted during a trip, proper advance information must be given in order that the supply may be replenished at convenient points.

Switch Stands Not Equipped With Lighted Switch Lamps

1804. Switch stands at the following locations either not equipped with switch lamps or equipped with switch lamps not lighted:

Location	Main, Secondary track or Siding	Switch
Maroa— Farmdale Jct.	Main	All switches

SUPERIORITY OF TRAINS

★ 1901. Eastward trains are superior by direction to trains of the same class in the opposite direction, unless otherwise specified.

GENERAL ORDERS, BULLETIN BOARDS, EMPLOYEES' REGISTERS, STANDARD CLOCKS

★ 2001. Location of Bulletin Boards on this Division and other railroads where General Orders of this Division will be posted and delivered, locations of Employees' Registers and Standard Clocks on this Division, also locations on this Division where General Orders of other Divisions will be posted and delivered:

Bulletin Board	Employees' Register	Standard Clock	Location	Other Divisions
X	X		Brasil—Station	
X	X		East Yard—Fultridge Ave.	I. U. R'y.
X	X		Yard Office	Indianapolis
X	X	X	25th Street	Logansport
			Crew Dispatcher's Office	I. U. R'y.
X	X	X	Terre Haute—Block Station.	Indianapolis
				Logansport
				I. U. R'y.
X	X		Effingham—Coal Wharf	
X	X		Greenville—Trainmen's Building	
X	X		Rose Lake—East end Westbound Yard	Indianapolis
X	X	X	Yard Office	
X	X		Enginehouse	
			West end Eastbound Yard	
	X		Willows—Block Station	
	X		East St. Louis—Freight Station	
X	X	X	T. R. R. A. of St. Louis	
X	X	X	Union Station - US Telegraph Office	
			Fourteenth Street Enginehouse	
X	X		Decatur—Yard Office	
X	X	X	P. & P. U. Ry. Co.	
X	X	X	Peoria—Enginehouse No. 1	
			East Peoria—Yard Office	

NOTE—X indicates in service.

**2002. Standard Clocks At Other Points:
Train Dispatcher's Office.**

GENERAL ORDER ZONES

★ 2101. General Order Zones of this Division are as follows:

Zone A—

Between:

Division Post, Indianapolis Division, located 4786 feet West of Davis and Mile Post 68, located 3614 feet east of Prairie.

Zone B—

Between:

Mile Post 68, located 3614 feet east of Prairie and Mile Post 82 Main Line, located 2028 feet west of West Farrington, and Mile Post 9, Peoria Branch, located 1.1 mile west of Farrington.

Zone C—

Between:

Mile Post 82, located 2028 feet west of West Farrington and Mile Post 222, located 1.3 mile east of Pait.

Zone D—

Between:

Mile Post 222, located 1.3 mile east of Pait to Eads, inclusive.

Zone E—

Between:

Mile Post 9, Peoria Branch, located 1.1 mile west of Farrington and Hervey City, inclusive; Maroa, exclusive and Farmdale Junction, exclusive.

Zone F—

Between:

East Yard, inclusive, and Dewey Junction, inclusive; Otter Creek Junction, exclusive, and Division Post, Indianapolis Division, located 289 feet east of Fort.

Qualification of Conductor Or Engineman

2102. A conductor or an engineman who has not made a trip, either in service or a special trip in such manner as to keep posted on the physical characteristics of his own division, or a part of it, or over connecting divisions used in interdivisional service within a period of six months, must not be used on such portions of the road until he has made one or more trips. In such cases it will be necessary to go over the portion of the division involved, be examined and qualified by the proper division officer.

When a conductor or engineman makes a trip (not in service) for the purpose of retaining his qualifications he must notify the Superintendent in writing, giving necessary details, and have conductor or engineman witness his certification.

Conductors or enginemen extending their qualifications by making trips (not in service) must be reexamined after the expiration of one year.

TRACK ASSIGNMENTS

2201.

Single Track

Track	Between	And
Main Line	Division Post (Inds. Div'n.)	East Alameda
	Limedale	Harmony
	Macksville	East Casey
	Brownstown	East Smithboro
Peoria Branch	Farrington	Hervey City
	Maroa	Farmdale Jct.
Crawfordsville Branch	Otter Creek Jct.	Division Post (Inds. Div'n.)

2202.

Two or More Tracks

Current of traffic is as follows:

Main Line Between;				No. 2 Track	No. 1 Track
East Alameda and Limedale				Westward	Eastward
Harmony and Macksville				Westward	Eastward
East Casey and Brownstown				Westward	Eastward
East Smithboro and Eads				Westward	Eastward

NOTE—Tracks are numbered from south to north.

2203. Secondary Tracks of Assigned Direction

Track	From	To	Assigned Direction	Controlled by	All Movements on Permission from	Note
No. 41	Seventh Street	Fruitridge Avenue	Eastward	Union	Union	1 2
No. 41	Prairie	Fruitridge Avenue	Westward	Union	Union	1 2
No. 42	Prairie	Seventh Street	Westward	Union	Union	1 2

NOTE—Tracks are numbered from south to north.

NOTE 1. Cross over and switching movements between C. M. & St. P. P. R. R. overhead bridge and Fruitridge Ave., and between 25th Street and 21st Street may be made without permission of signalman at Union.

NOTE 2. Reverse movements on these tracks may be made when authorized in writing on message blank in following form:

.....Station.....19....
To Conductor and Engineman:
Train.....Eng.....has permission to use No....
secondary track from.....to.....
Received by.....
Operator

Time effective.....M.

Engines with or without cars, using secondary tracks, will display markers from sunset to sunrise, or when day signals cannot be plainly seen, owing to weather or other conditions; yard engines will display a red light on the rear.

2204. Secondary Tracks of No Assigned Direction

Track	Between	And	Controlled by	Note
Knightsville-Centerpoint (E)	Knightsville	Centerpoint	Union	
Logan Lead (W)	East Yard	Lost Creek	Union	
Wye Lead (W)	East Yard	Lost Creek	Union	
Dewey Cut-off (W)	Lost Creek	Dewey Jet.	Union	1
No. 20 (W)	Rose Lake	Willows	Y'd Master Rose Lake	
No. 20 (W)	Willows	Eads	Willows	
No. 30 (W)	A. & S. Crossing	Rose Lake	Y'd Master Rose Lake	
No. 40 (W)	Exermont	A. & S. Crossing	A. & S. Crossing	

(E) (W) Indicates time-table direction, from point first named.

NOTE 1. Interlocking and interlocking station at Preston, in service.

Engines with or without cars, using secondary tracks, will display markers from sunset to sunrise, or when day signals cannot be plainly seen, owing to weather or other conditions; yard engines will display a red light on the rear.

MOVEMENT OF TRACK CARS

2301. Track cars will be governed as specified by Rule 80 on portions of the division as follows:

All main tracks, secondary tracks and sidings.

MOVEMENT OF TRAINS

2401. Location of Train Dispatchers—
Terre Haute.

Movements on portions of the main tracks and sidings of connecting Division listed below will be in charge of Train Dispatcher of this Division:

Between—

Davis and Division Post, located 4786 feet west thereof; Fort and Division Post, located 289 feet west thereof, and orders issued over signature of the Superintendent of this Division.

★2402. Rule S-83: Except on portions of the railroad where Rule 261 is in effect, the information as to the arrival or departure of trains will be furnished on form CT 1246 or by message, by the signalman at initial stations, junctions or where trains pass from one of two or more tracks to single track or by train orders if furnished to trains before arrival at the points mentioned.

2409. Signalmen in charge of main track hand-operated switches when block station is open:

Location	Switches
Eads	Main track switches
Hervey City	Switch at West end of siding Switch at junction with I. C. R. R.

Hand-Operated Switches Equipped With Electric Locks

2411. The following switches are equipped with electric lock; permission to unlock must be obtained from signalman:

Location	Switch	Controlled by
Greencastle	North storage track—east and west switches	Limedale
	Crossover between No. 1 and No. 2 tracks	Limedale
	Crossover between No. 2 track and north storage track	Limedale
	Stock track—switch and derail	Limedale
Limedale	Hotel track	Limedale
	Crossover between main track and siding	Limedale
	Crossover between main track and Lone Star Cement Co. lead	Limedale
	Storage track—west switch	Limedale
East Yard	Crossover between No. 2 main track and No. 41 secondary track	Union
	Crossover between No. 1 and No. 2 tracks	Union
	The Quaker Maid Co., Inc. track	Union
	Advance Electric Co. track	Union
Terre Haute	North Branch	Union
Macksville	Crossover between main track and Mill track	Union
Martinsville	House track	Union
	Crossover between main track and Illinois Pipe Line Co. storage track	Union
	Illinois Pipe Line Co. storage track	Union
	Siding—east and west switches	Union
Du Pont	Crossover between No. 1 and No. 2 tracks	Union
Casey	City Light and Power Co. track	Union
	Illinois Pipe Line Co. track	Vandalia
Brownstown	Team track	Vandalia
	Storage track—east switch	Vandalia
	Lumber track	Vandalia
	House track	Vandalia
Hagarstown	Storage track	Vandalia
Mulberry Grove	Lutz Spur	Smithboro
Smithboro	Storage track	Smithboro
	Crossover between No. 1 track and team track	Smithboro
Greenville	Team track	Smithboro
	East crossover between No. 1 and No. 2 tracks	Smithboro
	Eastward siding—east and west switches	Smithboro
	Westward siding—east and west switches	Smithboro
	House track	Smithboro
	West crossover between No. 1 and No. 2 tracks	Smithboro
	Crossover between No. 1 and No. 2 tracks	Smithboro
	Crossover between No. 1 and No. 2 tracks	Smithboro

Location	Switch	Controlled by
Exermont	Switches A, B, C and D at east end of yard tracks	A. & S. Crossing
Rose Lake	Crossover between No. 2 main track and No. 20 secondary track	A. & S. Crossing
Cairo Junction	Illinois Cereal Mill, Inc. track	Midland
Otter Creek Junction	Derail, pipe-connected with east switch of siding	C.&E.I.R.R. Danville, Ill.

NOTE—When operating crossover from normal to reverse, the switch equipped with electric lock must be operated first; when operating crossover from reverse to normal, this switch must be operated last.

2413. On that portion of single track between the end of two main tracks 50 feet east of B. & O. Railroad crossing at Eads and junction with T. R. R. A. at east limit of Q Tower interlocking plant, train and engine movements will be governed by fixed signal indications.

2414. At Otter Creek Junction, eastward trains will stop at west switch of siding and communicate with signalman at Preston and be governed by his instructions.

2415. Unless Distant signal at Paris Road public highway crossing on Snow Hill Coal Corporation track, governing eastward movement to Home signal at Liggett, displays aspect more favorable than Caution, Rule 285 A, Fig. A, trains with too many cars to clear Paris Road if stopped at Home signal at Liggett will communicate with signalman at Union before proceeding from Distant signal.

Yards and Yard Instructions

2417. Yards indicated by yard limit boards located at:
 Paris.....1115 feet west of Mile Post 19 to 1022 feet west of Mile Post 22.
 Crawfordsville....1665 feet west of Mile Post 51 to 1540 feet east of Mile Post 54.
 Frank.....Frank to 1008 feet east of Mile Post 77.

2418. Rule D-93 in effect as follows:

Track	Between	And
No. 1 and No. 2	25th St., Terre Haute	Vigo

Non-interlocked Railroad Crossings At Grade

2427. Movement of trains or engines on tracks of this division over non-interlocked railroad crossings at grade will be governed as follows:

Location	Signals, Etc., Covering Movements Over Crossings		Requirements	Note
	Type	Indication or Position		
Vigo: Lead track to American Can Co., Crossing with C.C.C. & St. L. R. R.	None	None	Stop. It must be known that crossing is clear before using.	
Lovington: Wabash R. R.	None	None	Stop. It must be known that crossing is clear before using.	
Midland City: I. C. R. R.	None	None	Stop. It must be known that crossing is clear before using.	
Morton: A.T.&S.F.R.R.	None	None	Stop. It must be known that crossing is clear before using.	
Eads: B.&O.R.R.	None	None	Stop. Proceed signal from switch-tender with green flag by day and green light by night.	
Minier: G.M. & O.R.R.	Gate	Stop	Proceed when gate is clear. Gate operated by trainmen of this division.	
Rosedale: B.&O.R.R.	Target	More favorable than Stop.	Proceed when target is in diagonal position, not exceeding 10 miles per hour.	

Used approaching Non-interlocked Railroad Crossings at Grade at following locations:

Vigo—Lead track to American Can Co., eastward, 34 feet west of C. C. C. & St. L. R. R.

—Lead track to American Can Co., westward, 40 feet east of C. C. C. & St. L. R. R.

Eads—Westward, 755 feet East of B. & O. R. R.

Lovington—Eastward, 242 feet west of Wabash R. R.

Westward, 252 feet east of Wabash R. R.

Midland City—Eastward, 250 feet west of I. C. R. R.

Westward, 350 feet east of I. C. R. R.

Minier—Eastward, (Stop Board) 200 feet west of G. M. & O. R. R.

Eastward, (Slow Board) 1700 feet west of G. M. & O. R. R.

Westward (Stop, Board) 269 feet east of G. M. & O. R. R.

Westward (Slow Board) 2119 feet east of G. M. & O. R. R.

Morton—Eastward, 327 feet west of A. T. & S. F. R. R.

Westward, 464 feet east of A. T. & S. F. R. R.

Rosedale—Eastward, 2000 feet west of B. & O. R. R.

Westward, 2000 feet east of B. & O. R. R.

Automatic Highway Crossing Signals

★ 2450. Automatic highway crossing signals at grade crossings indicate the approach of a train. These signals do not relieve enginemen from complying with **Rules 14 (1) and 30**. They operate when trains approach crossings with or against the current of traffic on main tracks only.

Trains approaching a highway crossing on a siding or yard track, adjacent to tracks crossing a highway protected by automatic highway crossing signals, will run carefully sounding the warning as prescribed by **Rules 14 (1) and 30**.

When a train passes entirely over a highway crossing protected by automatic highway crossing signals, it must not move in opposite direction over the crossing until protection is provided as prescribed by **Rule 103a**.

To avoid unnecessary operation of the automatic highway crossing signals, switches must not be left open, nor cars left standing on the main track longer than necessary within operating limits of such signals.

When shifting movements are made in the vicinity of a highway crossing protected by automatic highway crossing signals, or when a train is stopped, thereby operating the signals unnecessarily, every effort must be made by trainmen to avoid delay to highway traffic. When it is known that no trains or engines are approaching on other tracks and it is safe for vehicles or pedestrians to cross, the trainman will say "all right" and beckon to cross.

At the following locations a device is provided to cut out the operation of the automatic highway crossing signals by trainmen:

Track	Crossing	Location	Control Device Located	Movement
No. 1	Bloomington St.	Greencastle	In white box on post south of No. 1 track at Bloomington St.	Eastward and Westward
No. 2	Bloomington St.	Greencastle	In white box on post north of No. 2 track at Bloomington St.	Westward and Eastward
No. 1	Alabama St.	Brazil	In white box on instrument case at Alabama St.	Eastward and Westward
No. 2	Alabama St.	Brazil	In white box on instrument case at Alabama St.	Westward and Eastward
Siding	Alabama St.	Brazil	In white box on instrument case at Alabama St.	Eastward and Westward
Main Track	York St.	Martinsville	In white box on instrument case at York St.	Eastward and Westward
No. 2	Maple St.	Montrose	In white box on post at House track	Westward and Eastward
No. 1	Willow St.	Effingham	In white box on post south side of storage track, Willow St.	Eastward and Westward
No. 2	Willow St.	Effingham	In white box on post south side of storage track, Willow St.	Westward and Eastward
No. 1	Fourth St.	Effingham	In white box on instrument case north of No. 2 track at Willow St.	Eastward and Westward
No. 2	Fourth St.	Effingham	In white box on instrument case north of No. 2 track at Willow St.	Westward and Eastward
No. 1	Main St.	St. Elmo	In white box on post east of Main St., south of No. 1 track.	Eastward and Westward
No. 2	Main St.	St. Elmo	In white box on instrument case east of Main St., north of house track.	Westward and Eastward
No. 1	Walnut St.	St. Elmo	In white box on post east of Walnut St., south of No. 1 track.	Eastward and Westward
No. 2	Walnut St.	St. Elmo	In white box on instrument case east of Walnut St., north of house track.	Westward and Eastward

Track	Crossing	Location	Control Device Located	Movements
No. 1	Elm St.	St. Elmo	In white box on post west of Elm St., south of No. 1 track.	Eastward and Westward
No. 2	Elm St.	St. Elmo	In white box on post east of Elm St., north of No. 2 track.	Westward and Eastward
Main Track	Fifth St.	Vandalia	In white box on instrument case west of Fifth St.	Eastward and Westward
Main Track	Sixth St.	Vandalia	In white box on instrument case east of Sixth St.	Eastward and Westward
Storage Track	Sixth St.	Vandalia	In white box on instrument case east of Sixth St.	Eastward and Westward
Main Track	Reiman St.	Vandalia	In white box on instrument case at Reiman St.	Eastward and Westward
Siding	Reiman St.	Vandalia	In white box on instrument case at Reiman St.	Eastward and Westward
No. 1	Walnut St.	Highland	In white box on post south of siding at Walnut St.	Eastward and Westward
No. 2	Walnut St.	Highland	In white box on post north of No. 2 track at Walnut St.	Westward and Eastward
Siding	Walnut St.	Highland	In white box on post south of siding at Walnut St.	Eastward and Westward
No. 1	Old U.S. 40	Highland—2 mi. west of	In white box on instrument case at Old U.S. 40	Eastward and Westward
No. 2	Old U.S. 40	Highland—2 mi. west of	In white box on instrument case at Old U.S. 40	Westward and Eastward
No. 1	Douglas St.	St. Jacob	In white box on post south of No. 1 track at Douglas St.	Eastward and Westward
No. 2	Douglas St.	St. Jacob	In white box on post north of No. 2 track at Douglas St.	Westward and Eastward
No. 1	Black Lane	Exermont	In white box on instrument case at Black Lane	Eastward and Westward
No. 2	Black Lane	Exermont	In white box on instrument case at Black Lane	Westward and Eastward
No. 1	Exchange Avenue	E. St. Louis	In white box on post south side of storage track.	Eastward and Westward
No. 2	Exchange Avenue	E. St. Louis	In white box on post north side of No. 20 secondary track.	Westward and Eastward
No. 20 Secondary Track	Exchange Avenue	E. St. Louis	In white box on post north side of No. 20 secondary track.	Eastward and Westward
Main Track	State Route 121	Hervey City	In white box on instrument case at State Ro. 121	Eastward and Westward
Main Track	State Route 121	Morton	In white box on instrument case at State Ro. 121	Eastward and Westward

When such device is used, no movement may be made over the crossing by their train until protection is provided as prescribed by **Rule 103a**, or the automatic operation of these signals has been restored.

Employees should observe the operation of automatic highway crossing signals and report promptly to the Superintendent any failures to operate properly.

Circular signs mounted on posts adjacent to tracks, lettered "CC" (Crossing Circuit) designate the starting points for operating crossing gates and flasher light signals.

Manual Highway Crossing Signals

2453. At Terre Haute, before making a switching movement over any highway crossing protected by highway crossing signals, it must be known that such signals are operating, and when movements are completed, crossing watchman in charge must be notified.

2454. Before switching movements are made over the following public highway crossings, it must be known that highway crossing signals are operating, or a member of the crew must protect the crossing in advance of each movement over the crossing:

Track	Crossing	Location
No. 1 and No. 2	Willow St.	Effingham
No. 1 and No. 2	Fourth St.	Effingham
No. 1 and No. 2	Fifth St.	Effingham
No. 1 and No. 2 Westward siding	Park St.	Effingham
No. 1 and No. 2 House track	Main St.	St. Elmo
No. 1 and No. 2 House track	Walnut St.	St. Elmo
Single Storage track	Fifth St.	Vandalia
Single Storage track	Sixth St.	Vandalia
No. 1 and No. 2	Elm St.	Greenville
No. 1 and No. 2	Fourth St.	Greenville
No. 1 and No. 2 Eastward Siding	Walnut St.	Highland

MOVEMENT BY TRAIN ORDERS

2502. A train must not leave its initial station without reporting for train orders.

2503. At St. Louis and Terre Haute, enginemen of eastward passenger trains are relieved from reporting for train orders. Conductors will personally deliver a copy of each train order to the engineman who will compare with the conductor by reading aloud the train order. When there are no train orders or messages, the conductor will personally notify the engineman before the train departs.

MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS

★ 2601. Rules 251, 253 and 254 in effect:

	Track	Between	And
Main Line	No. 2	Brazil	Macksville
	No. 1	Terre Haute	Brazil
	No. 1	Macksville	Seventh Street
	No. 1 and No. 2	West Casey	Avena
	No. 1 and No. 2	Smithboro	Exermont
	No. 2	Willows	Eads
	No. 1	Eads	A. & S. Crossing

On two or more tracks signal indication or permission of the signalman will be authority for a train to proceed as an extra.

When a train is to run as a Passenger Extra it will be notified by the signalman, except:

At Indianapolis Union Station, by operator, UN Office.
St. Louis Union Station, by operator, US Office.

OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

★ 2602. Rules 261, 262, 263 and 264 in effect:

	Track	Between	And
Main Line	Single	Division Post (Inds. Div.)	East Almeda
	No. 1 and No. 2	East Almeda	Limedale
	Single	Limedale	Harmony
	No. 1 and No. 2	Harmony	Brazil
	No. 1	Seventh Street	Terre Haute
	Single	Macksville	East Casey
	No. 1 and No. 2	East Casey	West Casey
	No. 1 and No. 2	Avena	Brownstown
	Single	Brownstown	East Smithboro
	No. 1 and No. 2	East Smithboro	Smithboro
	No. 2	Exermont	Willows
	No. 1	A. & S. Crossing	Exermont

Signal indication or permission of the signalman will be authority for a train to proceed as an extra.

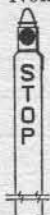
When a train is to run as a Passenger Extra it will be notified by signalman, except:

At Indianapolis Union Station, by Operator, UN Office.
St. Louis Union Station, by Operator, US Office.

FIXED SIGNALS

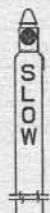
2701. Signal aspects not in conformity with the typical aspects, in service:

Non-interlocked Railroad Crossing at Grade.



Red

Indication—Stop.
Name—Stop Board.



Yellow

Indication—1. When used as a Distant Signal—Approach Home Signal prepared to stop.
2. When used approaching Non-interlocked Railroad Crossing at Grade—Approach Railroad Crossing prepared to stop.
Name—Slow Board.

Used in lieu of Distant Signal at following locations:

Cairo Junction—Eastward, 1195 feet west of eastward Home signal.

Westward, 1400 feet east of westward Home signal.

Midland—Eastward, 2009 feet west of eastward Home signal.

Westward, 1403 feet east of westward Home signal.

Hervey City—Westward, 1791 feet east of westward Home signal.

Atlanta—Eastward, 2381 feet west of eastward Home signal.

Westward, 2500 feet east of westward Home signal.

Farmdale Jct.—Westward, 3905 feet east of westward Home signal.

Otter Creek Jct.—East, 2015 feet west of eastward Home signal.

Used approaching Non-interlocked Railroad Crossings at Grade at following locations:

Vigo—Lead track to American Can Co., eastward, 34 feet west of C. C. C. & St. L. R. R.

Lead track to American Can Co., westward, 40 feet east of C. C. C. & St. L. R. R.

Eads—Westward, 755 feet East of B. & O. R. R.

Lovington—Eastward, 242 feet west of Wabash R. R.

Westward, 252 feet east of Wabash R. R.

Midland City—Eastward, 250 feet west of I. C. R. R.

Westward, 350 feet east of I. C. R. R.

Minier—Eastward, (Stop Board) 200 feet west of G. M. & O. R. R.

Eastward, (Slow Board) 1700 feet west of G. M. & O. R. R.

Westward, (Stop Board) 269 feet east of G. M. & O. R. R.

Westward, (Slow Board) 2119 feet east of G. M. & O. R. R.

Morton—Eastward, 327 feet west of A. T. & S. F. R. R.

Westward, 464 feet east of A. T. & S. F. R. R.

Rosedale—Eastward, 2000 feet west of B. & O. R. R.

Westward, 2000 feet east of B. & O. R. R.

CAB SIGNALS

2751.....

MANUAL BLOCK SYSTEM

2801. Rules 305 to 373, inclusive, are in effect as follows, except that Rules 316 and 317 will apply only on portions of the Division as specified:

	Track	Between	And
Peoria Branch	Single	Farrington	Hervey City
	Single	Maroa	Farmdale Jct.
Crawfordsville Branch	Single	Otter Creek Jct.	Division Post (Inds. Div.)

2803. Rule 317 will apply:

Farrington and Hervey City,
Maroa and Farmdale Jct.,
Otter Creek Jct. and Fort.,

Two or more tracks—movement against current of traffic except where Rule 261 is in effect.

AUTOMATIC BLOCK SYSTEM

2901. Rules 501 to 512, inclusive, are in effect on portions of the Division as follows:

For movements with current of traffic and on single track.

	Track	Between	And
Main Line	Single	Division Post (Inds. Div.)	East Alameda
	No. 1 and No. 2	East Alameda	Limedale
	Single	Limedale	Harmony
	No. 1 and No. 2	Harmony	Macksville
	Single	Macksville	East Casey
	No. 1 and No. 2	East Casey	Brownstown
	Single	Brownstown	East Smithboro
	No. 1 and No. 2	East Smithboro	Eads

For movements against current of traffic.

	Track	Between	And
Main Line	No. 1 and No. 2	East Alameda	Limedale
	No. 1 and No. 2	Harmony	Brazil
	No. 1	Terre Haute	Seventh Street
	No. 1 and No. 2	East Casey	West Casey
	No. 1 and No. 2	Avena	Brownstown
	No. 1 and No. 2	East Smithboro	Smithboro
	No. 1	Exermon	A. & S. Crossing
	No. 2	Exermon	Willows

INTERLOCKING

3001. Rule 672 - Instructions for manual operation of remote controlled interlocking switches are located:

Exermont—in telephone shelter at east end of yard for yard switches A, B, C and D.

3003. The following instructions will govern at railroad crossings protected by Automatic Interlocking:

Oakland—When a train is stopped by the Home-signal and there is no train approaching on N. Y. C. & St. L. R. R., or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the engineer, arrange for manual operation of the signal. P. R. R. time release, located in shelter box, must be operated and after the expiration of four (4) minutes, the signal does not display proceed indication, the emergency switch, located in shelter box, must then be operated. The train may then proceed over the railroad crossing under flag protection.

A reverse movement, or a forward movement after making a reverse movement must not be made over the railroad crossing until P. R. R. key switch, located in shelter box, is operated.

Instructions for manual operation of signals are posted in shelter box.

Downing—When a train is stopped by the Home-signal and there is no train approaching on P. & E. R'y., or should no other cause for detaining the train be known, the conductor will, after a thorough understanding with the engineer, arrange for manual operation of the signal. P. R. R. time release, located in shelter box, must be operated and after the expiration of four (4) minutes, the signal does not display proceed indication, the train may proceed over railroad crossing under flag protection.

A reverse movement, or a forward movement after making a reverse movement must not be made over the railroad crossing until P. R. R. time release is operated.

Instructions for manual operation of signals are posted in shelter box.

Track Cars must stop and not proceed over railroad crossings at automatic interlockings until proper flag protection has been provided against trains of other railroads.

SPEEDS

★ 3101.

SPEED TABLE

Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour	Time per Mile		Miles per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.	
0	36	100	0	48	75	1	12	50	2	24	25
0	38	95	0	51	70	1	20	45	3	00	20
0	40	90	0	55	65	1	30	40	4	00	15
0	42	85	1	00	60	1	43	35	6	00	10
0	45	80	1	05	55	2	00	30	12	00	5

3102. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED PASSENGER TRAINS AND FREIGHT TRAINS

MAIN LINE	Single Track		No. 4 Track		No. 3 Track		No. 2 Track		No. 1 Track	
	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.	Pgr.	Ft.
BETWEEN:	Miles per Hour									
Div. Post (Inds. Div.) and East Alameda	75	50								
East Alameda and Limesdale							75	50	75	50
Limesdale and Harmony	75	50								
Harmony and Macksville							75	50	75	50
Macksville and East Casey	75	50								
East Casey and Brownstown							75	50	75	50
Brownstown and East Smithboro	75	50								
East Smithboro and Eads							75	50	75	
Peoria Branch										
Between:										
Farrington and Hervey City	30	30								
Maroa and Farmdale Junction	30	30								
Crawfordsville Branch										
Between:										
Otter Crk. Jct. and Div. Post (Inds. Div.)	30	30								

Passenger trains with freight cars not equipped for passenger service must not exceed maximum speed for freight trains, unless otherwise instructed.

WRECK TRAINS

	Boom Trailing	Boom Forward
	Miles per Hour	
Main Line		
Between:		
Division Post (Inds. Div.) and Eads..	50	40
Peoria Branch		
Between:		
Farrington and Hervey City.....	30	20
Maroa and Farmdale Junction.....	30	20
Crawfordsville Branch		
Between:		
Otter Creek Jct. and Division Post (Inds. Div.)	30	20
Secondary Track		
Between:		
Knightsville and Centerpoint.....	20	20

WORK TRAINS

	Boom Trailing	Boom Forward	On Curves
	Miles per Hour		
Main Line			
Between:			
Division Post (Inds. Div.) and Eads	30	30	20
Peoria Branch			
Between:			
Farrington and Hervey City..	20	20	20
Maroa and Farmdale Junction	20	20	20
Crawfordsville Branch			
Between:			
Otter Creek Jct. and Division Post (Inds. Div.)	20	20	20
Secondary Track			
Between			
Knightsville and Centerpoint..	20	15	15

Work trains without crane may operate at speed authorized for freight trains, unless otherwise instructed.

VARIOUS	
MAIN LINE	Miles per Hour
Circus Trains—Main Line.....	30
Revenue trains handling machinery of rotary or swinging type, such as cranes, derricks, steam shovels, etc., moving on own wheels—see Instruction 4155-A of Supplemental Instructions to Operating, Signal and Interlocking Rules. —on straight track.....	30
—on curves	20
Freight trains that consist entirely of mineral freight or have a mineral freight fillout of more than 50 cars in a solid block.....	40
Freight trains handling Test Weight Cars other than empty compartment Test Weight Cars of the non-truck 4-wheel type	30
The movement of empty compartment Test Weight Cars of non-truck 4-wheel type	25
Note—When handling such trains conductors must know that enginemen have been so advised.	
Snow Plows in service.....	25
Snow Flangers in service.....	20
Passing station platforms and trains on adjacent tracks	5
NOTE—When operating over territory other than Main Line, shown above, conform to maximum speeds for freight trains in such territory, but not exceeding the speed indicated above.	
Operating against current of traffic, except where Rule 261 is in effect—Passenger Trains	50
—Freight Trains	40
Trains consisting of 50 per cent or more P.R.R. cars of MP-54 and MBM-62 types or Long Island Rail Road cars of P-54 type.....	65
NOTE—For purpose of identification, P.R.R. suburban cars of MP-54 and MBM-62 types are shorter than the through service cars, and are not equipped with buffer diaphragms. Long Island Rail Road suburban cars of P-54 type are shorter than the through service cars, but are equipped with buffer diaphragms and may be identified by means of the description on board located in toilet. When handling such cars, conductors must know that enginemen have been so advised.	
Passenger trains assisted by an engine on rear and air brake controlled by leading engine.....	30
Pushing cars—Passenger Trains	30
—Freight Trains	20
NOTE—Trains handling foamite cars must be operated in accordance with freight train speeds.	
Track Cars—unless otherwise restricted	20
—when hauling track cars or trailers...	15
—hand cars operated under Rule 80.....	8
—through crossovers and turnouts, and over highway and railroad crossings..	5

Cars Carrying Major Calibre Gun Barrels

Cars carrying major calibre gun barrels shall be placed on front end of train and the movement of such cars restricted to not exceeding the following speeds:

	Breech End Forward	Breech End Trailing
Miles per Hour		
Main Line		
Between:		
Division Post (Inds. Div.) and Eads	50	20
Peoria Branch		
Between:		
Farrington and Hervey City.....	30	20
Maroa and Farmdale Junction.....	30	20
Crawfordsville Branch		
Between:		
Otter Creek Jct. and Division Post (Inds. Div.)	30	20
SECONDARY TRACKS		
Knightsville-Centerpoint		
Between:		
Knightsville and Centerpoint.....	15	15
No. 41		
Between:		
Prairie and Seventh Street.....	15	15
No. 42		
Between:		
Seventh Street and Prairie.....	15	15
Logan Lead-Lost Creek		
Between:		
East Yard and Lost Creek.....	10	10
Wye Lead-Lost Creek		
Between:		
East Yard and Lost Creek.....	10	10
Lost Creek-Dewey Junction		
Between:		
Lost Creek and Dewey Junction....	15	15
No. 20		
Between:		
Rose Lake and Eads.....	15	15
No. 30		
Between:		
A.&S. Crossing and Rose Lake.....	15	15
No. 40		
Between:		
Exermont and A.&S. Crossing.....	15	15
When conditions require, speed restrictions of less than those specified above shall be made effective by local instructions. When handling such cars, conductors must know that enginemen have been so advised.		

3103. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED TURNOUTS

ENTIRE DIVISION	Miles per Hour	
	Forward	Backward
Non-Interlocked turnouts—diverging movements, except class I, J, K, M, Q, S and T engines over No. 8 crossovers and turnouts	15	
Class I, J, K, M, Q, S and T engines through No. 8 crossovers and turnouts must not exceed speeds indicated.....	10	5
This will apply to all hand operated crossovers and turnouts and the following interlocked crossover: Trailing interlocked crossover between No. 1 and No. 2 tracks located between Southern and T.R.R.A. railroad crossings at Willows.		
At Eads—Class I, J, K, M, Q, S and T engines through No. 7 slip crossover in T.R.R.A. No. 1 track	5	
At East St. Louis—Class I, J, K, M, Q, S and T engines through No. 7 turnout in No. 1 track opposite center line of passenger station.....	5	

3104. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED CURVES, BRIDGES, ETC.

MAIN LINE	Miles per Hour
Bridge 24.63 east of Amo, Class S.2 engines.....	60
East Alameda on No. 1 and No. 2 tracks at end of two main tracks	70
Curves between Greencastle and Limesdale on No. 1 and No. 2 tracks	60
Curves between Limesdale and Mile Post 46.....	70
Curves between Mile Post 46 and Reelsville.....	60
Curves between Reelsville and Harmony.....	70
Curve at Harmony on No. 1 track at end of two main tracks	50
Curves between Mile Post 71 and C. & E. I. R'y. crossing, Terre Haute, on No. 1 and No. 2 tracks..	35
C. & E. I. R'y. crossing, Terre Haute, No. 1 and No. 2 tracks	10
C. C. C. & St. L. R'y. crossing, Vigo, No. 1 and No. 2 tracks	20
First curve west of Macksville	60
First curve east of Liggett	70
First curve east of Dennison	65
East Casey on No. 1 and No. 2 tracks at end of two main tracks	70
Curve (East Mill Creek) 1.5 mile west of Marshall..	70
Under coal wharf at Effingham, No. 1 and No. 2 tracks	40
East Smithboro on No. 1 and No. 2 tracks at end of two main tracks	70
First curve east and first curve west of Greenville station on No. 1 and No. 2 tracks	70
First and second curves east of Collinsville station on No. 1 and No. 2 tracks	70

Peoria Branch

Curve at Farrington	20
Curves between Cairo Junction and WP.....	20
N. Y. C. & St. L. R. R. Co., crossing at Oakland....	20
Bridge 40.79 west of Oakland.....	10
I. C. R. R. crossing at Arcola.....	20
Curve at Hervey City	20
Curve at Maroa.....	15
I. C. R. R. crossing at Kenney	20
First and second curves west of Atlanta.....	20
P. & E. R'y. crossing at Downing.....	20
Bridge 156.12 west of Mackinaw.....	10

Crawfordsville Branch

B. & O. R. R. crossing at Rosedale.....	10
---	----

3105. MAXIMUM SPEEDS UNLESS OTHERWISE RESTRICTED ENGINES

Class Steam Engines	Miles per Hour		
	Backward	Forward-Light	Forward-with train
A.....	15	15	15
B.....	20	20	20
C.....	20	20	20
CC.2.....	20	20	20
D.....	..	..	..
E.....	35	50	75
G.....	35	50	75
H.....	35	40	50
I.....	25	40	50
J.....	25	40	50
K.....	35	50	75
L.....	25	40	50
M.....	35	50	60
N.....	25	40	50
Q.....	25	40	50
S.2.....	10	50	75
T.....	25	50	75
Rail Motor Cars	60	60	60

Class Diesel Engines	Miles per Hour	
	Forward-Light	Forward-with Train
Road		
AP-3.....	50	75
BP-1, Psgr. Service.....	50	75
BP-1, Frt. Service.....	40	50
FP-3.....	50	75
AF-4.....	40	50
BF-4.....	40	50
BP-3.....	50	75
EP-3.....	50	75
EF-4.....	40	50
FF-3.....	40	50
Yard		
AS-6.....	40	40
AS-10.....	40	40
BS-6.....	40	40
BS-10.....	40	40
ES-6.....	40	40
ES-10.....	40	40
FS-10.....	40	40
FS-20.....	40	40

NOTE—

Road Diesel Engines

The first letter indicates the builder; i.e., "A"—American Locomotive Company, "B"—Baldwin Locomotive Works, "E"—Electro-Motive Division, General Motors Corporation, "F"—Fairbanks, Morse & Company.

The second letter indicates the service to which assigned; i.e., "P"—Passenger, "F"—Freight. The numeral indicates the number of units in the engine. The "BP-1", is the Baldwin passenger engine—6000 horsepower, which is semi-permanently connected and is considered as one unit.

Yard Diesel Engines

The first letter indicates the same as for Road Diesel Engines.
The second letter indicates the service (shifting).
The numeral indicates the horsepower.

For example:

"A"—American Locomotive Company.

"S"—Shifting Service.

"6"—600 or 660 horsepower.

3106. MAXIMUM SPEEDS, UNLESS OTHERWISE SPECIFIED SECONDARY TRACKS AND SIDINGS

Track	Between	And	Miles per Hour
42	Prairie	Seventh Street..	20
41	Seventh Street..	Prairie	20
20	Rose Lake	Eads	20
Knightsville- Centerpoint ..	Knightsville	Centerpoint	20
	Centerpoint	Big Bend Tipple..	15
Logan Lead	East Yard	Lost Creek	15
Wye Lead	East Yard	Lost Creek	15
Dewey Cut-off..	Lost Creek	Dewey Junction..	20
All Sidings			15

***3107.** Movements on tracks, other than main, secondary and sidings must be made at Restricted speed.

ENGINE RESTRICTIONS

3108. ENGINES ARE RESTRICTED AT LOCATIONS SHOWN BELOW

NOTE—Letters and figures indicate:

X—Prohibited.

A—Backward movement prohibited.

B—Backward movement restricted to speed indicated.

D—Operation of engines coupled prohibited.

E—Operation of engines coupled restricted to speed indicated.

R—Restricted account of light rail.

Figures 5, 10, 15, etc., indicate maximum speed at which engines specified may be operated.

Engines of classes other than those listed shall not be run over any portion of the division unless authorized by the Superintendent.

[illegible]

LOCATION	CLASS OF ENGINES															Engs. with Tender Capy. Of Over 15,000 Gals. with 6-wheel Trucks
	B	C	E, H6	G, BP3, AP3	H8, H10	I	J	K, BP1	L	M	N	Q	S2	T	EF4, FF3	
TERRE HAUTE:																
Quaker Maid Co., track				X	X	X	X	X	X	X	X	X	X	X	X	
A. L. Shop, all tracks				X	X	X	X	X	X	X	X	X	X	X	X	
Turner Bros., No. 1, No. 2 and No. 3 tracks				X	X	X	X	X	X	X	X	X	X	X	X	
Progress Distributors, Inc., track				X		X	X	X	X	X	X	X	X	X	X	
North & South Interchange track with C. & E. I. R'y.						X	X			X	X	X	X	X	X	
Chestnut St. Yard—Crane Co., track				X	X	X	X	X	X	X	X	X	X	X	X	
Model Dairy Co.				X	X	X	X	X	X	X	X	X	X	X	X	
No. 26 shop lead				X	X	X	X	X	X	X	X	X	X	X	X	
Pease-Overton Lumber Co., track.				X	X	X	X	X	X	X	X	X	X	X	X	
Terre Haute Gravel Co., tippie track				X	X	X	X	X	X	X	X	X	X	X	X	
Kivits Bros. Third St., track				X	X	X	X	X	X	X	X	X	X	X	X	
Fromme Oil Co., Third St., track				X	X	X	X	X	X	X	X	X	X	X	X	
American Can Co., track				X	X	X	X	X	X	X	X	X	X	X	X	
C. C. C. & St. L. Interchange track				X	X	X	X	X	X	X	X	X	X	X	X	
O. M. & St. P., receiving and delivering tracks				X	X	X	X	X	X	X	X	X	X	X	X	
Highland Iron & Steel, Inc.—all tracks				X	X	X	X	X	X	X	X	X	X	X	X	
Trestle	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Cars prohibited on trestle beyond point 2 carlengths from east end of trestle				X	X	X	X	X	X	X	X	X	X	X	X	
Terre Haute Paper Co., all tracks				X	X	X	X	X	X	X	X	X	X	X	X	
Silverberg track				X	X	X	X	X	X	X	X	X	X	X	X	
Braden Mfg. Co., track				X	X	X	X	X	X	X	X	X	X	X	X	
Milks Emulsion Co. track				X	X	X	X	X	X	X	X	X	X	X	X	
Old Coach Yard, No. 1, No. 2, No. 3 and No. 4 tracks						X	X	X	X	X	X	X	X	X	X	
Dewey Cut-off—North Storage track (engines and loaded cars)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
MACKSVILLE:																
North and South Branches				X		X	X	X	X	X		X	X	X	X	
LIGGETT:																
Green Valley Mine scales	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
MARTINSVILLE:																
Mill track				X		X	X	X	X	X	X	X	X	X	X	
CASEY:																
City Light and Power Co. track, beyond a point 50 feet from derail				X		X	X	X	X	X	X	X	X	X	X	
Battlefield tracks				X		X	X	X	X	X	X	X	X	X	X	
GREENUP:																
Interchange tracks west of east end of freight station platform						X	X		X	X		X	X	X	X	
House track				X		X	X		X	X		X	X	X	X	
Electric Light Plant track				X		X	X		X	X		X	X	X	X	
MONTROSE:																
Storage track beyond point 100 feet east of switch leading to team track				X		X	X	X	X	X	X	X	X	X	X	
TEUTOPOLIS:																
Curve, east end of north and south team tracks				X		X	X	X	X	X	X	X	X	X	X	
EFFINGHAM:																
Pevey Dairy Co., coal track				X		X	X	X	X	X		X	X	X	X	
Standard Oil Co. track				X		X	X	X	X	X		X	X	X	X	
Coal storage tracks				X		X	X	X	X	X		X	X	X	X	
Ice Plant track				X		X	X	X	X	X		X	X	X	X	
Coal Dock, over unloading hopper	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
Wabash Track				X		X	X	X	X	X		X	X	X	X	
ALTAMONT:																
South wye to B. & O. R. R.						X	X		X	X	X		X	X	X	
North Wye						X	X		X	X	X		X	X	X	

LOCATION	CLASS OF ENGINES															Engs. with Tender Capy. Of Over 15,000 Gals. with 6-Wheel Trucks
	B	C	E, H6	G, BP3, AP3	H8, H10	I	J	K, BP1	L	M	N	Q	S2	T	EF4, FF3	
ST. ELMO: C. & E. I. R'y. interchange tracks, curves west of east clearance points.....							X			X		X	X	X		X
VANDALIA: Short Wye.....						X	X	X	X	X	X	X	X	X		X
Ford Roofing Co. track.....						X	X	X	X	X	X	X	X	X		X
City Light Co. track.....						X	X	X	X	X	X	X	X	X		X
City Light Co., unload pit.....	X	X	X	X	X	X										X
GREENVILLE: C track west of house track switch.....						X	X	X	X	X		X	X	X		X
D and F tracks.....						X	X	X	X	X		X	X	X		X
West leg of Wye east of coal wharf switch.....						X	X	X	X	X		X	X	X		X
Pet Milk Co., north and south track.....						X	X	X	X	X		X	X	X		X
HIGHLAND: Elevator tracks.....				X		X	X	X	X	X		X	X	X	X	X
Mill track lead south of National Highway crossing.....																
Electric Light Plant track.....				X		X	X	X	X	X		X	X	X		X
New mill track.....				X		X	X	X	X	X		X	X	X		X
Coal track.....				X		X	X	X	X	X		X	X	X		X
Brewery track.....				X		X	X	X	X	X		X	X	X		X
Mill track.....				X		X		X	X	X		X	X	X		X
ST. JACOB: Elevator track.....				X		X		X		X		X	X	X		X
Elevator track scales.....	X	X	X	X	X	X	X	X	X	X		X	X	X		X
COLLINSVILLE DISTRICT: Chemical and Pigment Co. track, bridge No. 2.....				X		X	X	X	X	X		X	X	X		X
All industry and mine tracks.....				X		X	X	X	X	X		X	X	X		X
Lumaghi, track leading to Mine No. 3.....	X	X	X	X	X	X	X	X	X	X		X	X	X		X
Collinsville to Troy, old line Troy, Elevator tracks.....	X	X	X	X	X	X	X	X	X	X		X	X	X		X
South storage track.....	X	X	X	X	X	X		X	X	X		X	X	X		X
CASEYVILLE: Altas Leather Co. track ..						X	X	X	X	X		X	X	X		X
EXERMONT: North track, north of unloading platform						X	X	X	X	X		X	X	X		X
EAST ST. LOUIS (ROSE LAKE DISTRICT): American Smelter Co., track.....				X		X	X	X	X	X		X	X	X		X
General Chemical Co., track.....				X		X	X	X	X	X		X	X	X		X
Kokotovich track.....				X		X	X	X	X	X		X	X	X		X
Car repair tracks.....				X		X	X	X	X	X		X	X	X		X
Connection with Stock Yards and Southern R'y.....				X		X	X	X	X	X		X	X	X		X
Thells Bros., track.....				X		X	X	X	X	X		X	X	X		X
Ralston-Purina Co., track.....				X		X	X	X	X	X		X	X	X		X
All tracks west of Missouri Avenue.....				X		X	X	X	X	X		X	X	X		X
Lower Yard No. 5, and No. 13 tracks.....				X		X	X	X	X	X		X	X	X		X
Lower Yard, west of switch leading from outbound lead westward to freight house ladder and north side.....				X		X	X	X	X	X		X	X	X		X
Wiggins Ferry connection.....				X		X	X	X	X	X		X	X	X		X
Eads—All Turnouts west of B. & O. crossing.....						X	X			X		X	X	X		X
WILLOWS-ST. LOUIS: Merchants Bridge route.....						X	X	X	X	X		X	X			X
EAST ST. LOUIS-ST. LOUIS: Eads Bridge Route.....						X	X	X	X	X		X	X			X
Municipal Bridge route.....						X	X			X		X				X

LOCATION	CLASS OF ENGINES														EF4, FF3 Engs. with Tender Capy. Of Over 15,000 Gals. with 8-wheel Trucks.
	B	C	E, H6	G, BP3, AP3	H8, H10	I	J	K, BP1	L	M	N	Q	S2	T	
PEORIA BRANCH:															
PARIS: South Foley track.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 40.79: 2 miles west of Oakland.....	10	X	10	10	10	X	X	X	X	X	X	X	X	10	X
DECATUR: Freight station, No. 1 track...	...	...	...	X	...	X	X	X	X	X	X	X	X	X	X
ATLANTA: Oil Spur.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
MORTON: Farmers Elevator track west of stop board.....	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
BRIDGE 156.12: 1 mile west of Mackinaw.....	10	X	10	10	10	X	X	X	X	X	X	X	X	10	X
CRAWFORDSVILLE BRANCH:															
EAST OF CATLIN: Illinois Pipe Line Co., coal trestle.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
ROCKVILLE: Old yard track west of stock track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
Storage track, beyond a point 500 feet from point of switch entering track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
GUION: B. & O. Interchange track...	...	X	...	...	...	X	X	X	X	...	X	X	X	X	X
BROWNS VALLEY: Storage track, beyond a point 1000 feet from point of switch entering track (engines and loaded cars)...	...	X	...	X	...	X	X	X	X	...	X	X	X	X	X
NEW MARKET: Elevator track.....	...	X	...	X	...	X	X	X	X	...	X	X	X	X	X
CRAWFORDSVILLE: Poston Brick Co., shale track and west track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
East track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
Big Four receiving and deliver- ing tracks.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
Turntable.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
Foundry track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
O'Neal track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
Van Camp track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
MIDWAY: No. 2 storage track, beyond a point 500 feet from point of switch entering track (engines and loaded cars)...	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
DARLINGTON: Elevator track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
BOWERS: Elevator track.....	...	X	...	X	...	X	X	X	X	X	X	X	X	X	X
COLFAX: West Wye.....	...	...	...	...	...	X	X	X	X	...	X	X	X	...	X
East Wye.....	...	...	...	...	...	X	X	X	X	...	X	X	X	...	X

NOTE—Doubleheading with H.10, K.2 or K.4 engines is prohibited on Merchants Bridge.

Doubleheading with H.10 or K.4 engines is prohibited on Eads Bridge.

K4 engines are permitted on Eads Bridge.

OTHER EQUIPMENT RESTRICTIONS

250-Ton Wreck Derrick

3116. Trains with 250-ton wrecking derricks are prohibited on tracks, bridges and in territory, etc., as follows:

	Between	And	Bridge	Note
	Farrington	Hervey City		
Peoria Branch	Maroa	Farmdale Jct.		
Crawfordsville Branch	Otter Creek Jct.	Division Post (Inds. Div.)		
Knightsville-Centerpoint Secondary Track	Knightsville	Centerpoint		
Macksville North Branch	Macksville	Terre Haute Vitri-fied Brick Co.		
Macksville South Branch	Macksville	Public Service Co. of Indiana, Inc.		
Troy Lead	Collinsville	Troy		

In territory where they are permitted to operate, these derricks, in so far as effect of their weight on bridges is concerned, may be moved under the same restrictions as obtain for Class J.1 engine with heavy tender. The derrick, however, must be separated from the engine by at least two cars, which may or may not be loaded.

Note 1. Unless two empty cars are placed between derrick and engine.

Note 2. Unless three empty cars are placed between derrick and engine.

3502. Commercial telephones, at the following locations, are for use when company communicating lines fail or in other emergencies. Telephones in stations can be reached from the outside.

LOCATION	CALL NUMBER	EXCHANGE
Davis: Block Station, on operating floor.....	BEImont 0478	Indianapolis
Plainfield: Station, northeast corner of office.....	41-16	Plainfield
Clayton: Station, north wall of office.....	42	Clayton
Summit: East end of siding.....	107-40	Clayton
Coatesville: Station, east wall of office.....	18	Coatesville
Marion: West end of westward siding	6	Coatesville
Almeda: Crossover	890	Greencastle
Greencastle: Station, south wall of office.....	2	Greencastle
Limedale: Block Station, on operating floor.....	362-2	Greencastle
West Terre Haute: Station, locked with switch lock.....	C-3271	Terre Haute
Marshall: Station, locked with switch lock.....	159	Marshall
Casey: Station, locked with switch lock.....	24	Casey
Effingham: Coal Wharf	778	Effingham
Altamont: Block Station, on operating floor.....	48	Altamont
Brownstown: Station, locked with switch lock.....	4	Brownstown
Vandalia: Block Station, on operating floor.....	37	Vandalia
Smithboro: Block Station, on operating floor.....	882-W1	Greenville
Marty: East end of westward siding.....	14-W7	Highland
West Highland: In shelter box.....	14-F-12	Highland
West St. Jacob: In shelter box.....	1608	St. Jacob

GENERAL INSTRUCTIONS

Overhead Clearance

★ **3601.** Employees are warned of close overhead clearance at the following locations and must not go on top of box cars, engines or other high equipment while movements are being made under these bridges or structures:

Bridges	Location
MAIN LINE	
58.79.....	1.8 mile west of Brazil.
70.22.....	1.6 miles west of Prairie.
77.09.....	1.8 miles west of Macksville.
90.18.....	0.8 miles east of Marshall.
143.54.....	2.9 miles west of Effingham.
171.78.....	Vandalia.
171.98.....	Vandalia.
172.04.....	Vandalia.
181.33.....	1.2 mile east of Mulberry Grove.
216.03.....	1.4 miles west of St. Jacob.
3.08.....	3.1 mile east of Collinsville on Troy Lead.
PEORIA BRANCH	
14.01.....	0.8 mile east of Nevins.
129.22.....	2.4 miles west of Waynesville.
CRAWFORDSVILLE BRANCH	
32.32.....	Guion.
SNOW HILL COAL CORPORATION TRACK	
2.00.....	2.7 miles west of Liggett
3.00.....	3.2 miles west of Liggett

3602. Trainmen must not pass over container cars while cars are in motion.

Hours of Service

3605. Referring to Instruction 400Q-1 of Supplemental Instructions to Operating, Signal and Interlocking Rules, conductor, trainman, engineman, fireman, or driver of track car after being on duty 12 hours must notify the Superintendent the time he will be on duty 16 hours.

PERSONAL INJURIES

3702. Medical Examiners and Company Surgeons

Location	Name and Address	Telephone number
Indianapolis....	Dr. Irvin Black Office, 764 S. Emerson Ave.... Monday: 12:00 Noon to 4:30 P. M. Tue, Wed, and Thur.: 8:30 A.M. to 12:00 Noon 1:30 P.M. to 4:30 P.M.	Riley 9331
	Dr. Daniel J. McCarthy, Of., 507 Hume Mansur Bldg., Res., 3055 N. Meridian, Apartment 16.....	LIncoln 3618 TAlbot 5321
	Dr. W. B. Matthew, Oculist, Of., 520 Hume-Mansur Bldg., Res., 3462 E. Fall Creek Parkway, North Drive.....	MARket 6451 HIGHLand 8610
	If no answer, call.....	MARket 2031
Greencastle.....	Dr. J. F. Gillespie, Ofs., 105 E. Washington St... Res., R.R. 4, Greencastle...	103 221-M
	Dr. Gilbert D. Rhea, Ofc., 126 East Washington St.. Res., 126 East Washington St..	279 253
Brazil.....	Dr. J. F. Maurer, Office, 203 City Bank Bldg.... Res., 6 E. Park St.....	448 7181
Terre Haute....	Dr. Res. Asst., Office, Passenger Station.... Mon. Wed. and Fri.: 8:00 A. M. to 12:00 Noon. 1.30 P. M. to 4:00 P. M.	C-1371 Sta. 22
	Dr. A. M. Mitchell, Office, 503 Tribune Bldg..... Res., 333 So. 22nd St..... If no answer, call.....	C-5652 C-2193 C-8624
	Dr. M. C. Topping, Ass't., Office, 505 Tribune Bldg..... Res., 152 Monterey Ave..... If no answer, call.....	C-2652 C-8483 C-8624
	Dr. Noel S. McBride, Oculist, Ofs., 407 Mer. Nat'l Bank Bldg. Res., Allendale, R. R. 2.....	C-4141 C-2464
	Dr. D. L. Wilhoit, Ofs., Cor. York & Main..... Res. Cor. York & Main.....	15 15
Casey.....	Dr. L. H. Johnson, Office, 22 W. Main St..... Res., 100 W. Buckeye Ave.....	238 12
Effingham.....	Dr. Res. Asst., Office, Freight Station..... 2nd Tues. of each month: after arrival No. 27.	Call Frt. Station
	Dr. E. L. Damron, Office, 300 W. Jefferson..... Res., 325 S. 4th St.....	72 111
Greenville.....	Dr. Wm. L. Hall, Office, 109 W. College..... Res. 705 E. College.....	355-J 355-W

Location	Name and Address	Telephone number
Highland.....	Dr. E. S. Meloy, Office, 1018 Broadway..... Res., 1319 Chestnut St.....	338 74
Collinsville.....	Dr. E. F. Moore, Ofs., 110 N. Morrison Ave.... Res., 120 Sumner Blvd.....	536 92
Rose Lake.....	Dr. Res. Asst., Office, Car Shop..... 1st, 3rd & 5th Thursdays (when there are 5 Thurs- days in month) 8:30 A.M. to 12:00 Noon 2:30 P.M. to 5:00 P.M.	BRidge 1210 Station 36
East St. Louis.	Dr. Res. Asst., Office, Freight Station..... 4th Thursday of each month 8:30 A.M. to 12:00 Noon. 2:30 P.M. to 5:00 P.M.	BRidge 1210 Station 39
	Dr. V. P. Siegel, Ofs., 1st Nat'l Bank Bldg.... Res., 17 Country Club Pl., Belleville, Ill.....	UPton 5-2632 EXpress 1123
	Dr. W. A. Griffith, Office, 1st Nat'l Bank Bldg.. Res., 8520 W. Main St. Belleville, Illinois.....	UPton 3-0240 EXpress 0249
	Dr. E. C. Spitzze, Oculist Office, 315 Murphy Bldg..... Res., 1801 LaSalle Street Belleville, Ill.....	UPton 4-2814 BE'ville 4718W
St. Louis	Dr. Res. Asst., Office, Ranken Yard..... 2nd Thursday of each mo. 8:30 A.M. to 12:00 Noon. 2:30 P.M. to 5:00 P.M.	MAIn 3200 Sta. 477
	Dr. Harry A. Klein, Ofs. 5074 N. Union Blvd..... 8641 Stafford Court..... If no answer, call.....	MULberry 1030 Dial Opr. DIXon 752 JEFFerson 5858
	Dr. F. J. James, Office, 210 S. Main St..... Res., 210 S. Main St.....	141 141
Decatur.....	Dr. Res. Asst., Office, Freight Station..... 3rd Tues. of each month: 10.00 A.M. to 11.00 A.M.	Call Frt. Station
	Dr. C. T. Johnson, Office, 854 Citizens Bldg..... Res., 107 E. Sedgwick St.....	2-0762 2-4631
Peoria.....	Dr. R. M. Sutton, Office, 102 North Street..... Res., 107 Moss Ave..... If no answer, call.....	5-5231 3-5054 4-4155
Rockville.....	Dr. J. R. Bloomer, Office, 115 N. Market..... Res., 115 N. Market.....	109 20
Crawfordsville	Dr. H. C. Wallace, Office, 419 Ben Hur Bldg..... Res., 107 W. Jefferson.....	1600 754

3703. Locations of Hospitals

Location	Name and Address	Telephone number
Indianapolis...	St. Vincent, 120 W. Fall Creek Parkway, North Drive.....	TAlbot 3301
	Methodist, 1604 N. Capitol Ave.....	TAlbot 1541
Greencastle...	Putnam County, Greenwood Avenue.....	800
Brazil.....	Clay County, Oak Park	375
Terre Haute..	Union Hospital, 7th St. at 8th Ave.....	C-5007
Effingham.....		
Vandalia.....	Greer Brothers Clinic, 727 W. Jackson Street.....	260
Highland.....	St. Joseph, Ninth Street	128
E. St. Louis..	St. Mary, 8th and Missouri Avenue...	UPton 3300
St. Louis.....	Missouri Baptist, 919 N. Taylor Avenue.....	LUcas 6000
Paris.....	Paris, 302 E. Crawford.....	220
Decatur.....	Decatur and Macon County, North Edward Street.....	4134
Peoria.....	John C. Proctor, 2nd and Fisher Streets.....	4-4121
Frankfort.....	Clinton County, South Jackson Street.....	2396

3704. First-Aid Boxes and Stretchers:

First-Aid Boxes, location of:

Passenger, baggage, mail and cabin cars.
 Passenger and freight stations and yard offices.
 Enginehouses and M. of E. shops.
 Wreck trains.
 Power plants and substations.
 Car inspectors' offices.
 M. W. cabins, tool houses and camp cars.
 Block and interlocking stations.
 Track cars.

Stretchers:

Combined cars, baggage cars and on each passenger train.
 Yard offices.
 Enginehouses and M. of E. shops.
 Wreck trains.
 Camp cars.

Home Division.....Name.....Occupation.....

QUALIFIED FOR SERVICE

PART OF ZONE QUALIFIED FOR

ZONE

DIVISION

GENERAL ORDERS
THE PENNSYLVANIA RAILROAD
ST. LOUIS DIVISION

Terre Haute, Ind., September 20, 1949.

GENERAL ORDER NO. 1301

Effective 12:01 A.M., Sunday September 25, 1949

Applies in All Zones

- (a) Time-Table No. 13 in effect. It contains the necessary instructions issued in general orders up to and including No. 1206, all of which must be removed from bulletin boards. Each employe must examine each page of Time-Table No. 13 to see that his copy is complete, pages properly lined up, and note the changes. Employes must turn in Time-Table No. 12 to bulletin board attendant, after Time-Table No. 13 takes effect.

- (b) **OPERATING, SIGNAL AND INTERLOCKING RULES, EFFECTIVE SEPTEMBER 28, 1941—EDITION OF SEPTEMBER 25, 1949, IN EFFECT WITH FOLLOWING CHANGES:**

- (1) **COVER**
Color changed to salmon.
- (2) **OPERATING RULES**
Rule D-97, Note added.
Rule 99, changed.
Rule 103a, changed.
- (3) **MOVEMENT BY TRAIN ORDERS**
Rule 204, Note added.
- (4) **SIGNAL RULES**
Rule 283, Note changed.
Rule 284, added.
Rule 294, Fig. A, illustration changed.
- (5) **CAB SIGNAL RULES**
Rule 298, Note added.
- (6) **INTERLOCKING RULES**
Rule 661, changed.
- (7) **FORMS OF BLANKS**
Form C—Clearance Card, changed.
Form CS—Cab Signal Clearance Card, changed.
Form K—Clearance Card, changed.

All employes whose duties are in any way affected thereby must secure copy of Operating, Signal and Interlocking Rules, edition of September 25, 1949, see that copy is complete, and note the changes.

All previous editions of Operating, Signal and Interlocking Rules should be turned in or destroyed after September 25, 1949.

- (c) **SUPPLEMENTAL INSTRUCTIONS TO OPERATING, SIGNAL AND INTERLOCKING RULES, EFFECTIVE SEPTEMBER 26, 1948, REISSUED AS EDITION OF SEPTEMBER 25, 1949, WITH FOLLOWING CHANGES:**

- (1) **COVER**
Color changed to salmon.
- (2) Instructions re-numbered, identified by applicable Rule and in same sequence as Operating, Signal and Interlocking Rules.
- (3) Instruction 400L-2—Diesel Engines — Extinguishing Fires, added.
- (4) Instruction 400N-19 (old 4016)—Train Dispatchers, changed.
- (5) Instruction 400N-21 (old 4017)—Operators-Signalmen, changed.
- (6) Instruction 400R-3 (old 4146)—Emergency Calls—Treatment of Injured Persons, changed.

(Continued on next page)

- (7) Instruction 4019-B—Oscillating Red Lights, Front and Rear of trains, added.
- (8) Instruction 4019-C—Oscillating White Light, Front of Train, added.
- (9) Instruction 4076-D—Overheated Bearings — Diesel Engines, added.
- (10) Instruction 4083A—Clearance Message, Form C.T. 1246, added.
- (11) Instruction 4154-C (old 4151)—Side and Trap Doors, changed.
- (12) Instruction 4154-E (old 4158)—Steam in Steam Line of Trains, paragraph 2 changed.
- (13) Instruction 4154-I (old 4159)—Tonnage Computation—Passenger Trains, changed.
- (14) Instruction 4154-J—Passenger Car Lighting, added.
- (15) Instruction 4154-K—Locking Cars, added.
- (16) Instruction 4156-E—Diesel Engines Operating in Tunnels or Confined Locations, added.
- (17) Instruction 4155-F—Fireman Leaving Cab of Multiple Unit Diesel Engine, added.
- (18) Instruction 4156-G—Slipping or Sliding of Driving Wheels—Diesel Electric Road Engines, added.
- (19) Instruction 4160-B (old 4113)—Dead or Disabled Engines, paragraph 7 changed.
- (20) Instruction 4164-B (old 4120)—Location and Operation of Telephones—Trainphones, last two paragraphs changed.
- (21) Instruction 4164-C (old 4149)—Use of Public Address System on Passenger Trains, Note added.
- (22) Instruction 4201-A—Use of Mile Post Numbers, added.
- (23) Instruction 4221-A (old 4076)—Message Form C.T. 1250, sample form added.
- (24) Instruction 4515-A (old 4095)—Engines Not Equipped with Cab Signal, Form C.T. 1400-B changed.

All employes whose duties are in any way affected thereby must secure copy of Supplemental Instructions to Operating, Signal and Interlocking Rules, edition of September 25, 1949, see that copy is complete, and note the changes.

All previous editions of Supplemental Instructions to Operating, Signal and Interlocking Rules should be turned in or destroyed after September 25, 1949.

- (d) **TRAIN SIGNALS**

The use of oil marker lamps on passenger trains is discontinued. On trains not equipped with electric marker lamps, Rule 19a will apply.

Applies in Zone A

- (e) **MAIN LINE
REELSVILLE-HARMONY**

Trains and engines must not exceed the following speeds over Bridge 51.87 (Croys Creek) account bridge repairs:

Passenger Trains	50 Miles per Hour.
Freight trains	40 Miles per Hour.

Special Instruction 3104, changed.

Applies in Zone E

- (f) **PEORIA BRANCH
MT. JOY**

All classes of engines prohibited on coal wharf trestle.

Loaded cars prohibited on coal wharf trestle east of coal wharf.

Special Instruction 3108, changed.

This General Order is printed in Time-Table No. 13 and will not be issued in sticker form.

A. L. HUNT,
Superintendent.

ST. LOUIS DIVISION TIME-TABLE NO. 13

**IF YOU HAVE PLANS
FOR TOMORROW,
BE SAFE TODAY**